

SECTION II  
NAVIGATION PUBLICATIONS

NM 28/01

SAILING DIRECTIONS CORRECTIONS

**PUB 131                    9 Ed 2000                    LAST NM 19/01**

Page 199—Line 23/L; insert after:

An oil platform (42°07.4'N., 11°43'.7'E.), from which a light is shown, has been established NW of Civitavecchia, 1.5 miles W of Torre Valdaliga (42°07.4'N., 11°45'.6'E.). A submarine oil pipeline is laid from the platform to the shore, 1 mile NE.

(BA NM 22/01)

28/01

Page 199—Line 34/L; insert after:

The above oil platform is surrounded by a restricted area, with a radius of 0.25 mile, to which entry is prohibited.

(BA NM 22/01)

28/01

**PUB 145                    8 Ed 2000                    LAST NM 12/01**

Page 136—Line 10/R; read:

head. The breakwater-wharf is in ruins. There is a ramp at the inner end of the breakwater-wharf.

(Can NM 2/01)

28/01

**PUB 146                    7 Ed 2000                    LAST NM 10/01**

Page 117—Line 36/L; read:

wharf was reported (1996) in disrepair.

Two rocks, the outer of which dries 0.6m, are marked by a spar lighted buoy, and are located 0.2 mile NE of the N entrance point to Thornlea.

**Harbour Rock** (47°30'N., 53°12'W.), which dries 0.3m,

(Can NM 4/01)

28/01

Page 117—Line 18/R; insert after:

A port hand lighted spar buoy, and two starboard hand lighted spar buoys are moored close NE of Coley's Point, and mark the approach into Bay Roberts Harbor.

(Can NM 2/01)

28/01

Page 132—Line 43/R; read:

**Brag Rock** (48°56'N., 53°38'W.) is a rock on which the sea breaks. A rock, drying 1.2m, is located 2 miles NW of Angel Head. A shoal, with a least depth 3.1m, lies 0.2 mile E of the drying rock. The Brandies (48°58'N., 53°39'W.) are a group of three

(Can NM 4/01)

28/01

**PUB 163                    7 Ed 1996                    LAST NM 19/01**

Page 322—Line 3/L; read:

Customs Wharf.

Vessels entering the channel shall give way to vessels departing the entrance in such a manner to allow safe navigation in the middle of the channel.

Prior to entering or leaving the channel vessels are required to establish communications on VHF channel 16.

(BA NM 10/01)

28/01

**PUB 191                    9 Ed 2000                    LAST NM 23/01**

Page 110—Lines 46 to 56/R; read:

**6.16** Boulogne (Boulogne-sur-Mer) lies in the entrance to the valley of La Liane Fleuve, 2.5 miles NE of Cap d'Alprech. The port provides substantial facilities for commercial shipping, cross-channel ferries, and fishing vessels. It is protected by Digue Nord and Digue Carnot, two breakwaters.

**Tides—Currents**

The tides rise about 8.8m at springs and 7.2m at neaps.

The tidal currents are strong. They may be strengthened and prolonged by winds blowing in the same direction.

At a position about 0.6 mile W of the head of Digue Carnot, the flood current runs N and begins about 1 hour 50 minutes before HW. It attains a maximum spring rate of 4.8 knots about 1 hour after HW. The ebb current runs S and begins about 3 hours 30 minutes after HW. It attains a maximum spring rate of 4.2 knots. The currents are slightly less strong in the vicinity of the head of Digue Carnot.

(Fr SD C2.1)

28/01

Page 111—Paragraph 2, line 19/R; read:

The ZC1 lighted buoy, marking the SW end of the Approach Channel, is moored about 4.4 miles W of the head of Digue Nord.

Boulogne Approach lighted buoy, marking the N side of the Approach Channel, is moored about 2 miles WNW of the head of Digue Nord.

The outer part of Digue Nord, except for the head, is submerged. Digue Carnot is partly covered at HW. A light is shown from a prominent tower, 22m high, standing at the head of Digue Carnot.

Colonne de la Grande Armee, a conspicuous monument, stands 1.9 miles E of the head of Digue Carnot.

The cathedral, with a prominent dome, is situated in the high part of the city, about 0.8 mile E of Avant-port. Two prominent radio masts stand 0.8 mile SE of the cathedral. In the background Mont Lambert, 189m high, rises about 1.5 miles ESE of the cathedral and is surmounted by a television mast.

A prominent tower surmounts the cement works at the NW side of Darse Sarraz Bournet.

(BA NP 28; Fr SD C2.1)

28/01

Page 111—Lines 1 to 17/L; strike out.

(NIMA)

28/01

Page 111—Lines 19 to 54/L; read:

The main Approach Channel, which may best be seen on the chart, leads 4.5 miles E and passes through a gap in Bassure de Baas. This channel, which is navigation controlled, runs between the Dover Strait TSS and the port entrance.

**PUB 191 (Continued)**

The outer harbor, which is protected by breakwaters, has berths in its S part within Rade Carnot and Darse Sarraz Bournet. The channel leading through the outer harbor is dredged to a depth of 5m.

A channel leads SE between two jetties from the outer harbor into Avant-port. A ro-ro ferry terminal, with three berths, is situated in the SE part of Avant-port. Port de Marie, an open basin connected to the E side of Avant-port, is used by fishing boats and recreational craft. Bassin Napoleon, connected to the S part of Avant-port by a lock, 95m long and 21m wide, is used by fishing boats.

Bassin Loubet, used by commercial vessels and fishing boats, is connected to the SW part of Avant-port by a lock. The lock is 125m long and 25m wide, with a depth of 5m on the sill. This wet basin has a depth of 8.5m and can accommodate vessels up to 135m in length and 21m beam, with drafts up to 7.8m at springs and 7.5m at neaps. Vessels less than 100m in length can be locked at the regular operating times. Vessels 100m to 120m in length can be locked only from 2 hours 30 minutes before HW to 1 hour after HW. Vessels 120m to 135m in length can enter only during the period close to HW when both lock gates are open.

Rade Carnot, on the S side of the outer harbor, has a ro-ro ferry terminal. Ro-ro vessels up to 146m in length and 8.5m draft can be handled in the port.

Darse Sarraz Bournet is an open basin. Quai de l'Europe, on the W side, is 780m long and has a depth of 11m alongside. A bulk berth, on the E side, is 240m long and has a depth of 10m alongside. Vessels up to 35,000 dwt and 230m in length, with drafts up to 11m at springs and 10.5m at neaps, can be accommodated in this basin.

(BA NP 28; Fr SD C 2.1) 28/01

Page 111—Lines 21 to 49/R; read:

The compulsory pilotage area extends up to 4 miles from the port entrance. Pilotage is compulsory for all vessels, except those less than 50m in length equipped with VHF.

Vessels should send a message to the harbormaster 12 hours in advance of arrival stating their length, beam, draft, last port of call, and pilotage requirements.

Vessels should then report by VHF 2 hours prior to arrival and confirm their ETA. All vessels must contact the port on VHF channel 12 on arrival in the roadstead.

Generally, pilots board about 0.4 mile S of Boulogne Approach lighted buoy (50°45'N., 1°31'E.). In bad weather, when embarking a pilot is not possible, vessels should remain in the vicinity of the outer anchorage and wait for instructions. Vessels must not enter Rade Carnot without instructions.

(BA NP 286; Fr SD C2.1) 28/01

Page 111—Lines 51 to 55/R; read:

Vessels are prohibited from stopping or anchoring in the Approach Channel.

Vessels not subject to pilotage must keep well clear of large vessels.

Special regulations and reporting procedures apply to vessels over 1,600 grt transporting dangerous cargoes in bulk in the approaches to the French coasts of the North Sea,

English Channel, and the Atlantic between the Belgian border and the Spanish border.

Such vessels should consider the Approach Channel leading E from the Dover Strait TSS toward the port to be a Mandatory Access Channel. Vessels arriving from Dunkerque or Calais are only required to use that section of the Approach Channel lying E of the Boulogne Approach lighted buoy.

Such vessels must establish contact with the port on VHF channel 12 before entering the channel and maintain a listening watch on the same frequency.

Such vessels transiting the Approach Channel are deemed to be restricted in their ability to maneuver and must show the appropriate lights and shapes.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(BA NP 28; Fr SD C2.1) 28/01

Page 112—Lines 1 to 32/L; strike out.

(NIMA) 28/01

Page 112—Lines 34 to 55/L; read:

International port traffic signals are shown from masts situated at the E side of the entrance to Darse Sarraz Bournet, at each end of Jetee Sud-Ouest on the S side of the entrance to Avant-port, and at the central control tower standing close S of Jetee Sud-Ouest. For further information, see paragraph 1.1.

A yellow light is shown level with the top of the main traffic signal when dredges are operating in the harbor channel.

(Fr SD C2.1) 28/01

Page 112—Lines 1 to 3/R; strike out.

(NIMA) 28/01

Page 112—Lines 6 to 20/R; read:

the gap in Bassure de Baas and Digue Carnot. It has depths of 14 to 16m and lies S of the Approach Channel, about 1 mile W of the head of Digue Carnot. When anchorage is untenable in this roadstead, vessels are advised to seek shelter off the English coast.

## Directions

The main Approach Channel leads 4.5 miles E from the Dover Strait TSS to the harbor.

Rade d'Ambleteuse, 3 miles long, extends N from the port entrance and lies inside Bassure de Baas. It provides an approach for vessels coming from the N. Such vessels should pass E of Bassure de Baas lighted buoy (50°48'N., 1°33'E.).

By an agreement with the local fishermen, ferries transiting between the port and Cap Gris-Nez usually use a channel leading through Rade d'Ambleteuse.

The time at which vessels may enter Darse Sarraz Bournet depends on their draft and the height of tide. The best time for vessels with drafts over 9m to enter is from 2 hours before to 2 hours after HW.

**PUB 191 (Continued)**

Because of the strong currents, vessels over 180m in length, which need to maintain a relatively high speed for maneuvering, should enter either 3 hours before or 1 hour after HW, depending on their draft.

(Fr SD C 2.1)

28/01

Page 112—Lines 22 to 43/R; read:

Numerous wrecks lie in the approaches to the port and may best be seen on the chart.

An area lying between Digue Nord and the shore is reserved for the use of pleasure craft.

(Fr SD C2.1)

28/01

**PUB 192 7 Ed 2000****LAST NM 26/01**

Page 5—Line 7/L; read:

boarding areas from the Forth Navigation Service.

All vessels carrying passengers must embark the pilot at the Fairway lighted buoy.

(BA NP 286)

28/01

Page 61—Lines 17 to 22/R; read:

12) are, as follows:

1. Close E of E Shipwash Lighted Buoy (51°57'N., 1°38'E.).

2. Close S of S Inner Gabbard Lighted Buoy (51°51'N., 1°52'E.).

3. Close SW of S Knock Lighted Buoy (51°34'N., 1°34'E.).

4. Close N of Falls Head Lighted Buoy (51°28'N., 1°50'E.).

5. Close E of NE Goodwin Lighted Buoy (51°20'N., 1°34'E.).

(BA NP 286)

28/01

Page 66—Lines 42 to 43/L; read:

is unmarked. The fairway is 0.3 mile wide and has a least depth of 7.7m. It is partially obstructed by a spit at the W side of the S entrance.

A Precautionary Area has been established where traffic from Fisherman's Gat enters into Black Deep.

(BA NP 28)

28/01

**RADIO NAVIGATIONAL AIDS CORRECTIONS****PUB 117****Ed 2001****LAST NM 27/01**

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
<b>DENMARK</b>				
NOTE: Ice information is available 24 hours on request from the Danish Ice Service at the Naval Operation Command (SOK) Århus by telephone: 45 89 43 32 04/53, fax: 45 89 43 32 44.				
<b>3359</b> 3-0295	<b>Lyngby (OXZ).</b>	1704, 1734, 1758, 2586 kHz, J3E, Ch. 01, 02, 03, 04, 05, 07, 23, 28, 64, 65, 66, 83, F3E.	0133, 0533, 0933, 1333, 1733, 2133.	Local navigational warnings.
		1704, 1734, 1758, 2586 kHz, J3E.	1305.	Ice.
		1704, 1734, 1758, 2586 kHz, J3E, Ch. 01, 02, 03, 04, 05, 07, 23, 28, 64, 65, 66, 83, F3E.	On request.	Weather and ice.
		Ch. 02, 04, 05, 07, 28, 64, F3E.	0220, 0520, 0820, 1120, 1420, 1720, 2020, 2320.	SHIPPOS information.

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